

ROSE LANE PROJECT

2019 Public Involvement Summary Report
January 21, 2020

PBOT
PORTLAND BUREAU OF TRANSPORTATION

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Introduction

Between December 3 and December 18, 2019, the Portland Bureau of Transportation (PBOT) engaged community members and collected public feedback to inform the Rose Lane Project. The **Rose Lane Project** is a city-wide initiative exploring how to get buses and streetcar trains out of traffic, helping more Portlanders get where they need to go more reliably and quickly. Commissioner Chloe Eudaly initiated this effort with PBOT in 2018. The Rose Lane Project will help implement the city's Enhanced Transit Corridors (ETC) Plan, adopted in June 2018.



The Rose Lane Project aims to accelerate implementation of the ETC strategy by developing a broader transit priority “vision” for Portland as well as a series of quick-build pilot projects for deployment in 2020 and 2021. The **Rose Lane Vision** will encompass a network of transit routes with transit-priority improvements in locations with high transit delay that deliver system-wide benefits, increasing transit speed and reliability.

By making transit faster, more reliable and a more attractive transportation option, the Rose Lane Project will help advance racial equity and transportation justice in Portland. Specifically, the project has the potential to make our community better-off in the following ways:

- People of color will experience average commute times that are comparable to average commute times for white people
- People will consider public transit to be a rapid and reliable choice for their daily transportation needs (live, work, worship, and play)
- People who use public transit will have more choices for where they want to live and work
- People who use public transit will have lower transportation costs, measured in both time and money
- People will experience better health outcomes through improved air quality

PBOT will establish performance metrics and evaluation processes to track progress toward achieving these better-off measures.

Public involvement opportunities and methodology

The objectives of the public involvement period included:

- Inform the public of the Rose Lane Project, its goals and opportunities for further engagement
- Understand current transportation conditions, behaviors, priorities, and concerns
- Gather feedback on the overall Rose Lane Vision and proposed pilot project areas, including locations where transit priority would be most beneficial
- Collect input on key measures for evaluating Rose Lane success and considerations around potential trade-offs

Throughout the month of December, PBOT staff offered several opportunities for community members to learn about and weigh-in on the Rose Lane Project:

Engagement channel	Description and purpose
Rose Lane Project website	Informational page with links to background materials, open house display materials, online survey, engagement opportunities and e-mail list sign-up.
In-person open houses <ul style="list-style-type: none"> • Dec. 3, 5:30-7:30 p.m., Rosewood Initiative • Dec. 7, 2:00-4:00 p.m., North Portland Community Library • Dec. 9, 5:30-7:30 p.m., White Stag Building 	Three, two-hour events held in East, North/Northeast and Downtown Portland. Attendees were invited to view display boards, speak to project staff, provide written and verbal comments and complete the online survey.
Feedback survey (Dec 3 – 18)	<p>Interactive online survey with questions related to:</p> <ul style="list-style-type: none"> • Transportation behavior and perceptions • Feedback on the draft Rose Lane Vision • Feedback on proposed pilot locations • Potential project benefits and trade-offs • Optional demographics <p>The survey linked to the display boards shown at the open houses. Hard copy versions of the questionnaire were also available at the open houses. The survey was designed to be an outreach questionnaire and its results are not statistically representative of the Portland population as a whole.</p>
Briefings and community group presentations (between November 2019 and January 2020)	<p>Project staff presented to existing community groups to share information about the project and gather open-ended feedback. Groups included:</p> <ol style="list-style-type: none"> 1. Portland Pedestrian Advisory Committee (Nov. 19) 2. Portland Freight Committee (Dec. 5) 3. Portland Bicycle Advisory Committee (Dec. 10) 4. TriMet Transit Equity Advisory Committee (Dec. 10 & Jan 14) 5. East Portland Action Plan General Meeting (Dec. 11) 6. Commissioner Eudaly's Transportation Justice Advisors (Dec. 12) 7. Southeast Uplift Land Use & Transportation Committee (Dec. 16) 8. Go Lloyd (Jan. 9) 9. East Portland Land Use & Transportation Committee (Jan. 15) 10. Southwest Neighborhoods Inc. Transportation Committee (Jan. 15) 11. Central Northeast Neighborhood Coalition Land Use, Transportation, Open Spaces Committee (Jan. TBD)

Community members were notified about these public involvement opportunities through a variety of channels, including:

- PBOT website
- PBOT E-mail bulletins (three sent)
- Social media posts and invitations on PBOT Twitter, Facebook and NextDoor accounts
- Cross-promotion on Commissioner Eudaly and TriMet’s communication channels

Community stakeholder input received through public involvement opportunities will help inform the final staff recommendation to City Council for adoption and further direction. This may include revisions and refinements to the proposed Rose Lane Vision and candidate pilot project areas for further project development.

By the Numbers: Engagement Reach and Response Rate	
2,054	Survey responses
60%	Completion rate
116	Open house attendees
11	Community groups briefed
13,224	Rose Lane website views in 2019
9,814	People on the Rose Lane Project e-mail distribution list

At the time this summary report is published a City Council hearing for the Rose Lane Project is scheduled for February 13, 2020, 2 PM.

Key findings

There is significant support from respondents for the Rose Lane Vision concept and for taking a pilot approach, particularly among current transit riders.

- More than two-thirds of **total respondents** say they either strongly support (54 percent) or somewhat support (14 percent) the vision. Around one in five (19 percent) are strongly unsupportive.
- Support is strongest among **respondents who currently use transit**—over 80 percent of respondents who ride transit at least a few times a week support the vision. Around three-quarters (74 percent) of respondents who ride transit a few times a month are also in favor.
- **Respondents who ride transit rarely** are more divided, with more than a quarter strongly supporting the vision (27 percent) while around a third (35 percent) are strongly unsupportive. The vast majority of **respondents who never ride transit** are unsupportive (86 percent).
- Approximately two-thirds (65 percent) of respondents support taking a pilot approach, with 10 percent feeling neutral or undecided. Open-ended comments suggest some of the opposition to taking pilot approach is based on a desire to move faster, while others oppose the project entirely, with or without a pilot implementation.

Respondents generally prioritize certain key corridors among the proposed pilot list (including E/W Burnside, the Steel Bridge/Rose Quarter and SE Hawthorne), but the distribution of priorities is broad.

- No single corridor is considered a priority by a majority of the survey respondents.
- Around a third of respondents prioritize E/W Burnside, the Steel Bridge/Rose Quarter, NE MLK and SE Hawthorne, while around a quarter prioritize Cesar Chavez/Hollywood TC, NE Sandy, and N Williams/Vancouver/Fremont/Mississippi/Albina.
- The least prioritized pilot locations include NE 122nd, SE Tacoma and NE 102nd, with less than 10 percent of respondents identifying those as most important to them.

Travel time is the top determinant of respondents' decision whether to ride transit.

- In addition to travel time, respondents who ride transit say frequency and reliability are the second and third most important considerations.
- **Transit riders** who took the survey feel the public transit system in Portland is accessible, goes where they need it to go, and is affordable, but a majority do not feel it is quick or frequent enough.
- While **non-transit riders** who responded to the survey also rank long travel times as the main reason they do not take the bus or train, they also report that transit feels unsafe and does not go where they need it to go.

Respondents are generally confident the Rose Lane Project will help advance several key better-off measures, though many are still doubtful or unsure, particularly around the potential impact on commute times for people of color.

- Respondents are most confident the project would help people consider transit to be a rapid and reliable transportation choice (66 percent say this is very or somewhat likely) or feel they have more choices for where they want to work or live (63 percent).
- Open-ended comments further support this, with many saying they feel it would make bus trips faster and more reliable, and in turn make them and others more likely to ride the bus. Many who drive today and feel they don't have other viable options, however, express concern that the Rose Lane Project will worsen congestion and make their trips more difficult.
- Confidence among survey respondents is lowest when considering whether people of color will experience commute times that are comparable to white commuters, with more than a quarter saying they aren't sure.

Respondents feel trade-offs related to pedestrian safety and traffic impacts are most important to consider when evaluating potential Rose Lane projects, and commenters express concern over potential impacts to bike infrastructure.

Survey results

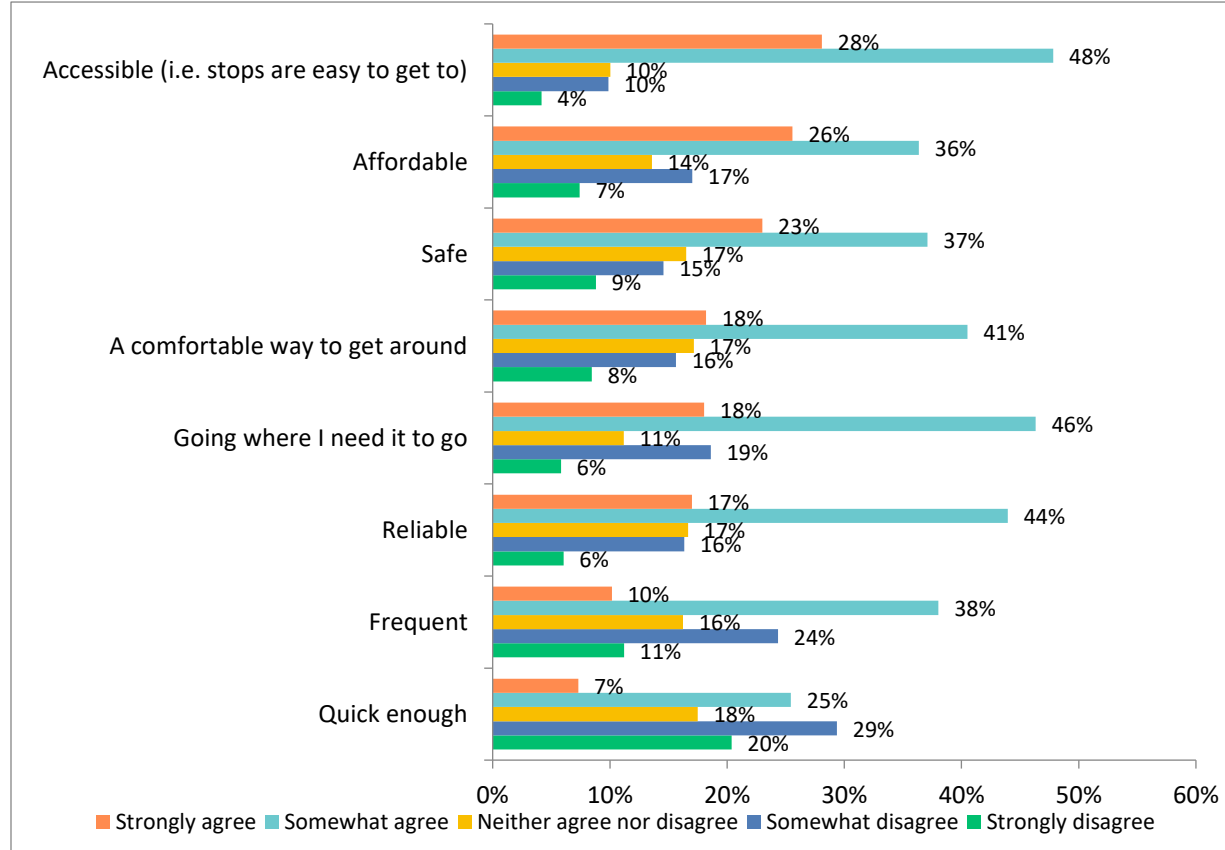
Perceptions of Portland's public transit system

Respondents who ride public transit in Portland were asked about their perceptions of the transit system. The summary of these responses is shown in the figure below, ordered by percent of respondents who “strongly agree.”

There is strongest agreement among respondents that the system is accessible in terms of stops being easy to get to (76 percent strongly or somewhat agree) and goes where respondents need it to go (64 percent strongly or somewhat agree). More than half of respondents also say they feel the system is affordable, reliable, safe, and comfortable.

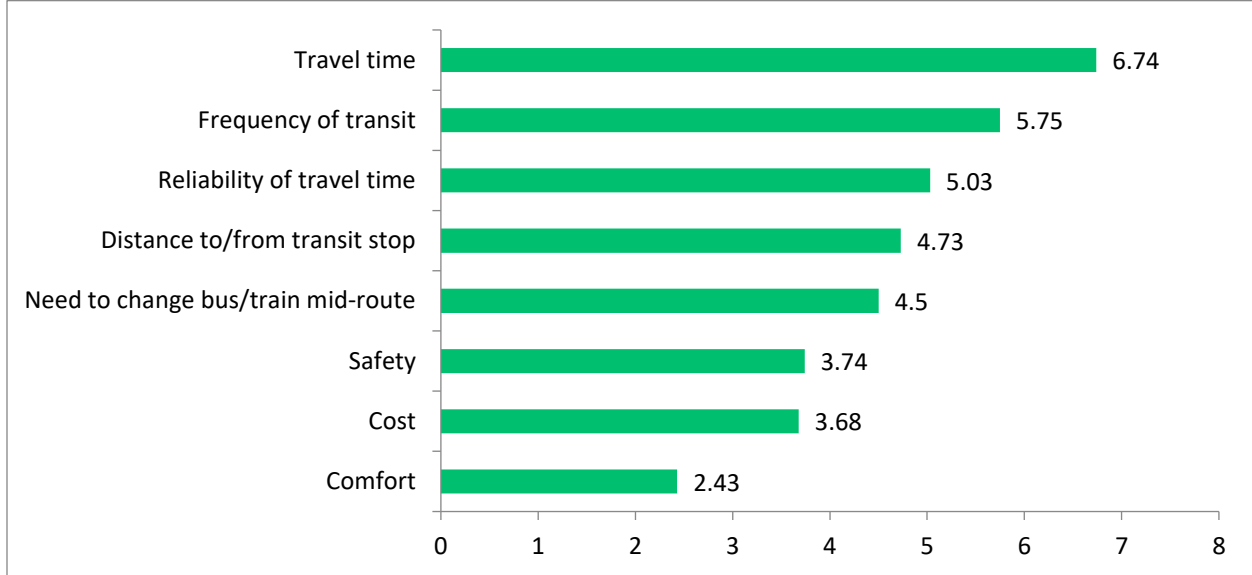
A majority of respondents are either unsure or disagree that the system is frequent (16 percent neither agree/disagree, 35 percent disagree) or quick enough (18 percent neither agree/disagree, 49 percent disagree).

Figure 1 | Perceptions of Portland's transit system (N=1,257)



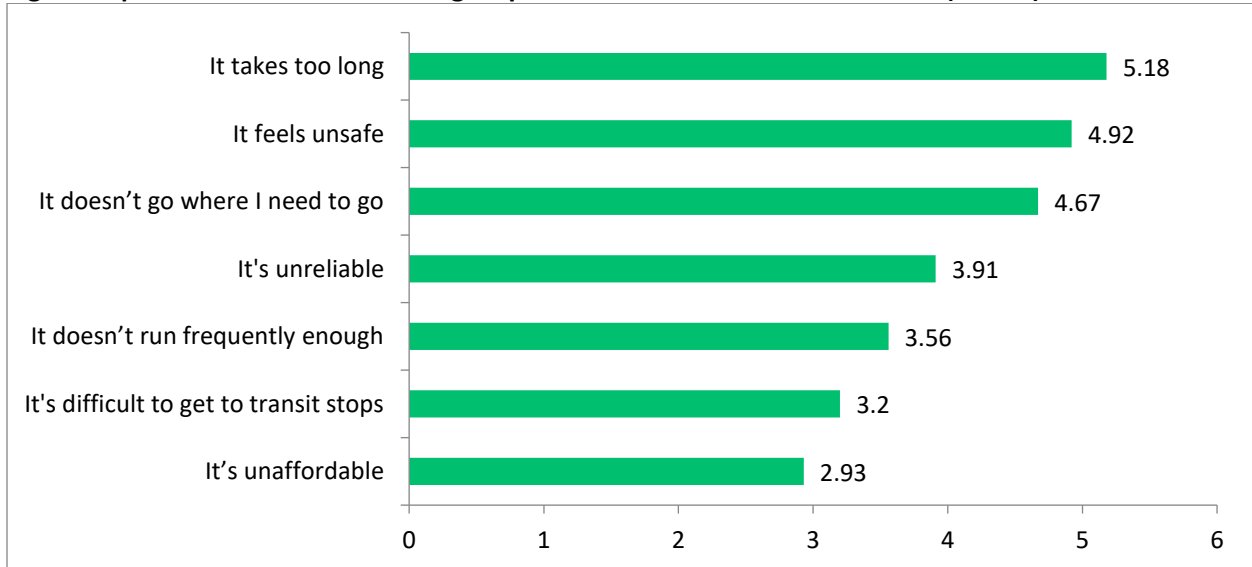
Respondents who say they ride transit at least some of the time were also asked to identify the most important factor when deciding whether or not to take the train or bus. This question asked respondents to rank their considerations. The figure below summarizes the weighted scores of these rankings. Travel time, frequency of transit, and reliability are the three top-ranked considerations. Cost and comfort are the least prioritized factors.

Figure 2 | Most important factors when deciding whether to take transit for respondents who ride transit (N=806)



Respondents who say they never ride transit were asked to rank the reasons they decide not to take the bus or train. The most commonly shared reasons are that it takes too long, it feels unsafe, and it doesn't go where the respondent needs it to go. Access to transit stops and affordability are the least mentioned considerations.

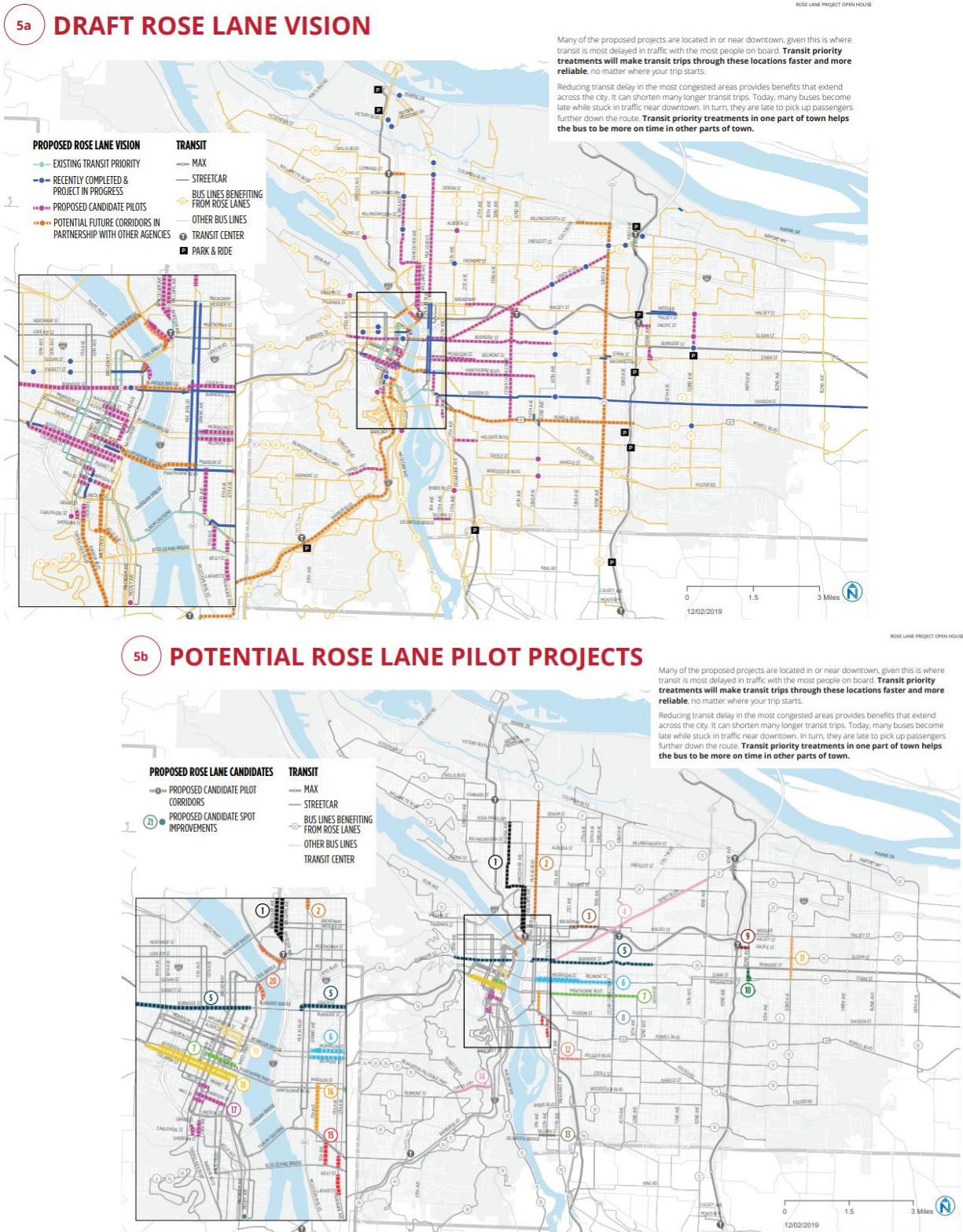
Figure 3 | Reasons non-transit riding respondents choose not to ride transit (N=114)



Feedback on the proposed draft Rose Lane Vision and pilot locations

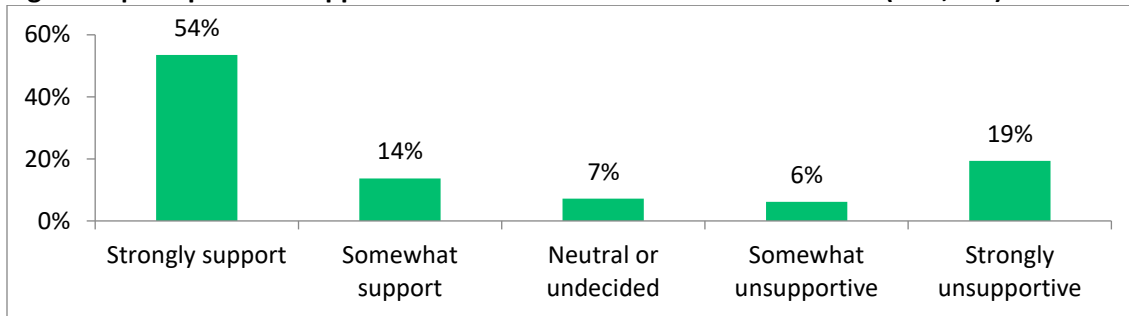
Survey respondents were shown two maps that summarize the proposed Rose Lane Vision and 21 candidate pilot project locations (see figures below). They were provided information on how these corridors were identified as potential candidates before being asked questions about the proposal.

Figure 4 | Maps shared at open houses and via the online survey



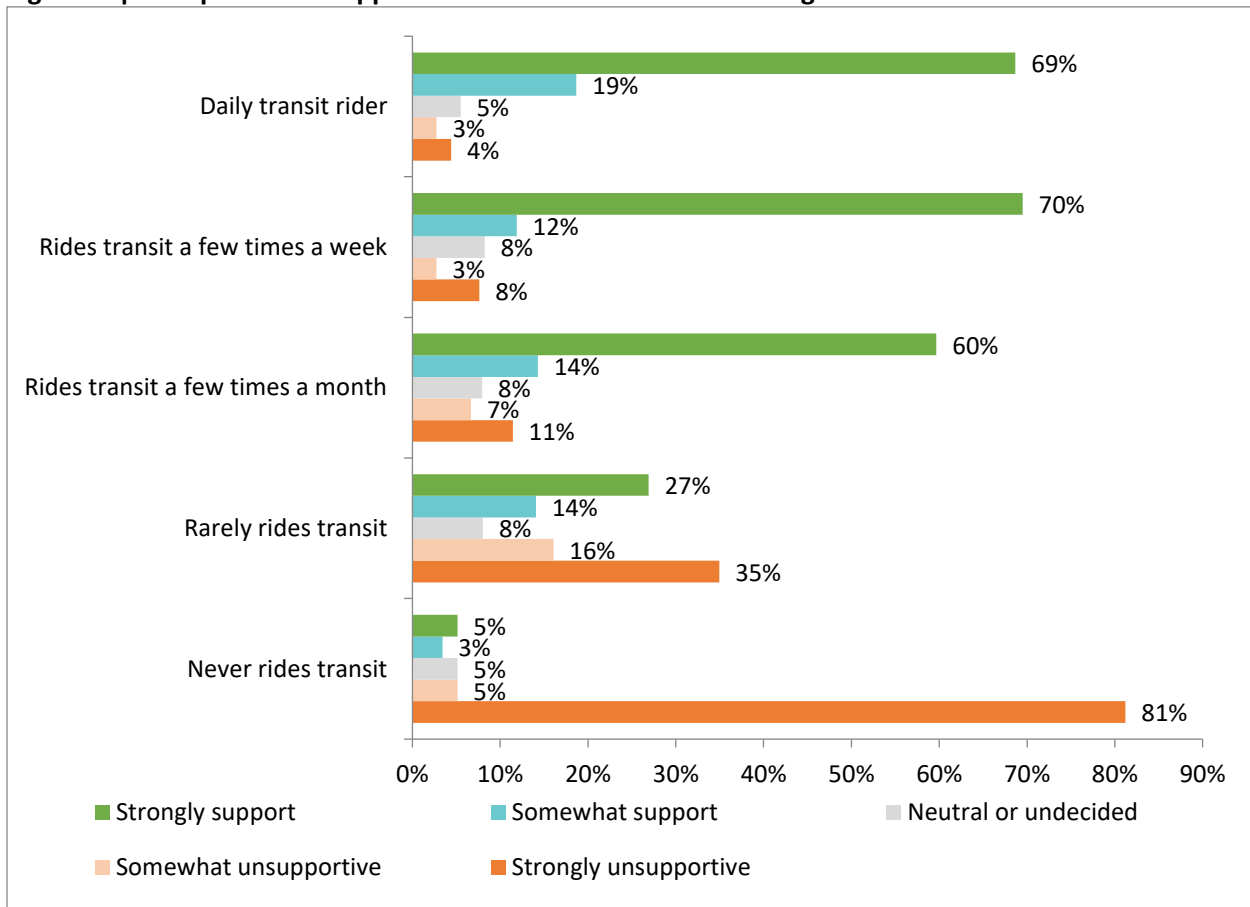
Around two-thirds of survey respondents (67 percent) either strongly or somewhat support the recommended Rose Lane Vision.

Figure 5 | Respondent support for the recommended Rose Lane Vision (N=1,397)



Support is highest among respondents who frequently ride transit, with more than three-quarters of daily, weekly, or monthly riders supporting the Rose Lane Vision. Respondents who rarely ride transit are split, with around 51 percent saying they are unsupportive while four in ten are supportive and 8 percent are unsure. Most respondents who never ride transit (81 percent) strongly oppose the vision.

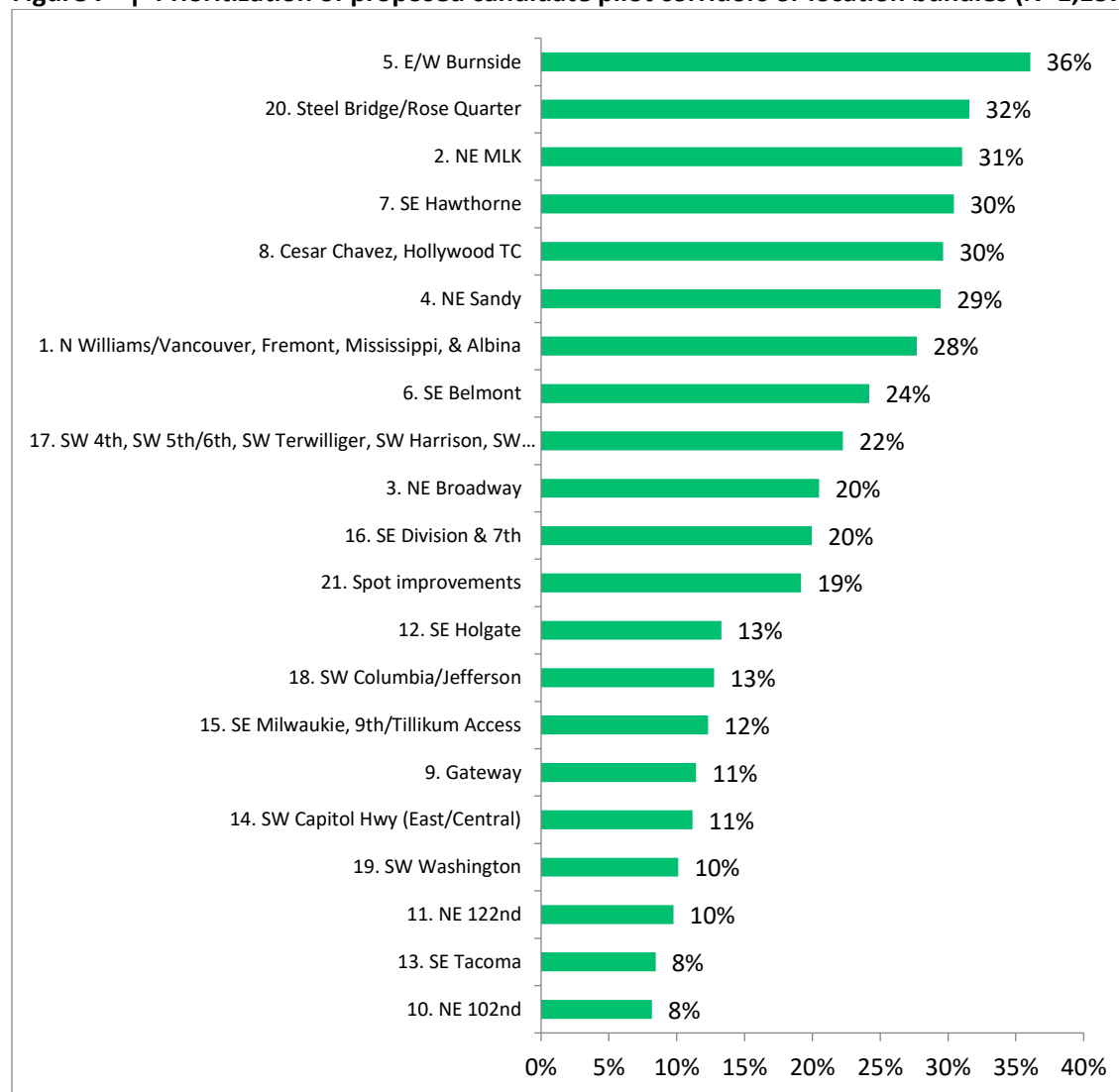
Figure 6 | Comparison of support for the Rose Lane Vision among transit and non-transit riders



Respondents were asked which of the 21 proposed pilot corridors or location bundles are most important to them. Around a third of respondents prioritize E/W Burnside, the Steel Bridge/Rose

Quarter, NE MLK and SE Hawthorne. The least prioritized pilot locations include NE 122nd, SE Tacoma and NE 102nd, with less than 10 percent of respondents identifying those as most important to them.

Figure 7 | Prioritization of proposed candidate pilot corridors or location bundles (N=1,137)



Respondents also had an open-ended opportunity to provide feedback on locations they feel are missing from the Rose Lane Vision and proposed pilot corridors. The following table summarizes the locations mentioned in these comments by order of magnitude.

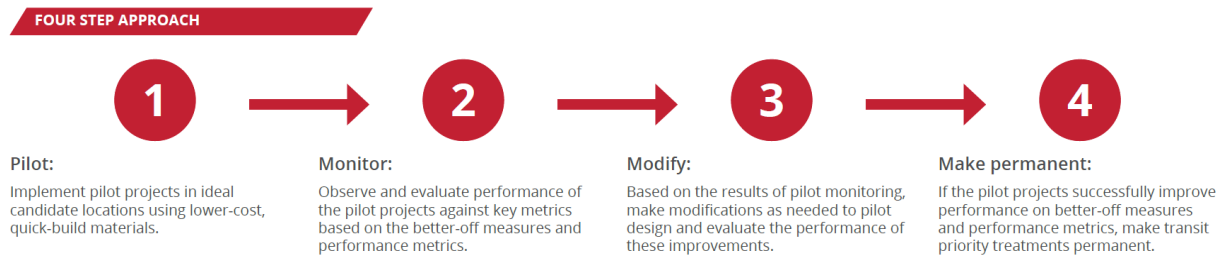
Figure 8 | Distribution of locations referenced as “missing” from the proposed Rose Lane Vision in open-ended comments

Destinations/areas	Bridges	Bus lines	Corridors	Spot Improvements	Other regional locations
East Portland	Ross Island	Line 72 (entire route)	Powell	15th & Broadway/Weidler	I-5 Beaverton-Hillsdale Hwy
Marquam Hill SW Portland (excl. downtown)	All Bridges Steel	Line 35 (Near Adidas) Streetcar	82nd Broadway (Mostly river to 33rd)	SW 6th & Broadway E Burnside approaching Gilham	
Northwest Portland	Broadway	Line 70	Foster	NE Glisan approaching 60th	Beaverton I-205
St Johns	Morrison	Line 99	Barbur	47th & Halsey	Tigard
North Portland	Sellwood	Line 33	Lombard	21st & Broadway/Weidler	TV Hwy
Hayden Island	St Johns	Line 8	SE Milwaukie	Oak & Naito	Suburbs (general)
South of Powell	Hawthorne	Line 24	Division		Tualatin
Inner NE			Williams/Vancouver		Lake Oswego
Outside of central city			Columbia		Sunset Hwy
			Chavez		Hwy 8
			NE Glisan		WES
			NE 33rd		
			SE 11th & 12th		
			E Burnside		
			W Burnside (Skyline to 24th)		
			MLK		
			Woodstock		
			Naito		
			Bybee		
			NW 23rd		
			NW Everett		
			Alberta		
			60th		
			Killingsworth		
			SE Stark (102nd east)		
			122nd		
			Airport Way		

Color	Number of comments
	20+
	10-19
	5-9
	1-4

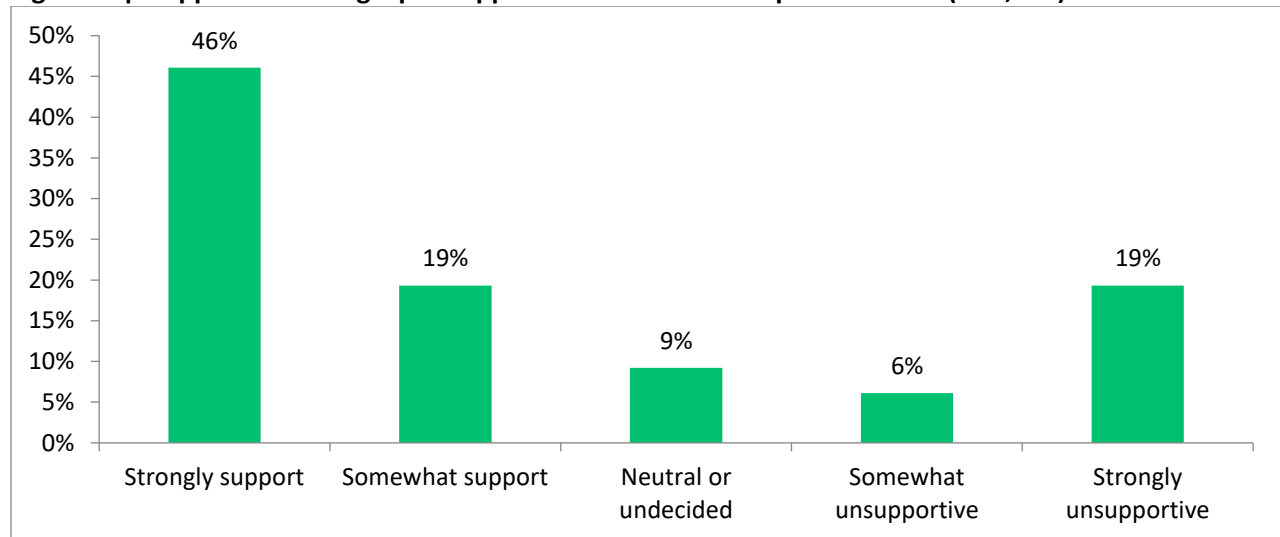
Input on potential project benefits and trade-offs

The Rose Lane Project has proposed a four-step pilot implementation approach:



Respondents were asked how they feel about PBOT taking a pilot approach to the Rose Lane Project. Approximately two-thirds (65 percent) of respondents support this approach, with 10 percent neutral or undecided.

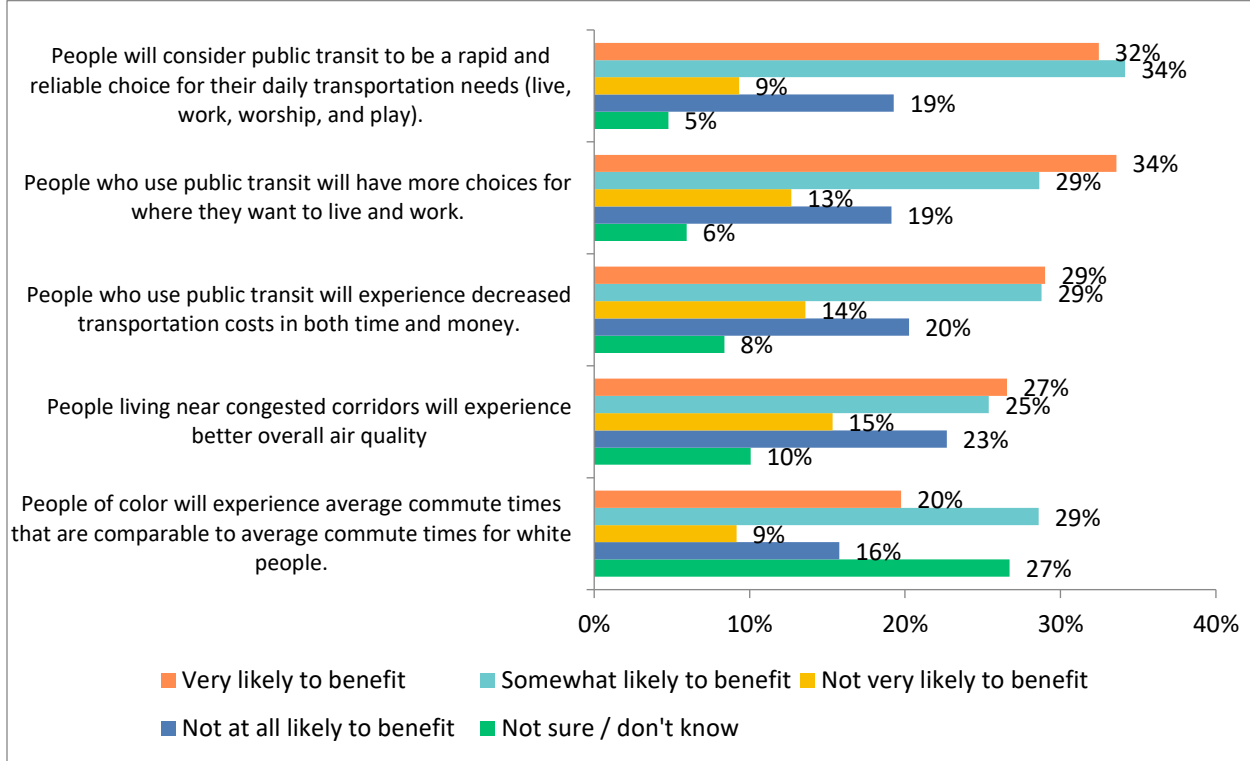
Figure 9 | Support for taking a pilot approach to Rose Lane implementation (N=1,294)



The project team identified five better-off measures for the Rose Lane Project. These are people-based outcomes that the project intends to achieve. In the survey, respondents were shown initial modeled analysis related to improved access benefits from the draft Rose Lane Vision, including projected changes in travel times between key destinations and changes in access to jobs. Then they were asked to assess how well they feel the Rose Lane Project will support the better-off measures (Figure 9).

More than half of respondents to this question feel that the Rose Lane Project will at least somewhat help achieve four of the five better-off measures. Respondents are most confident the project will help people consider transit to be a rapid and reliable transportation choice (66 percent say this is very or somewhat likely) or feel they have more choices for where they want to work or live (63 percent). Confidence is lowest when considering whether people of color will experience commute times that are comparable to white commuters, with more than a quarter saying they aren't sure.

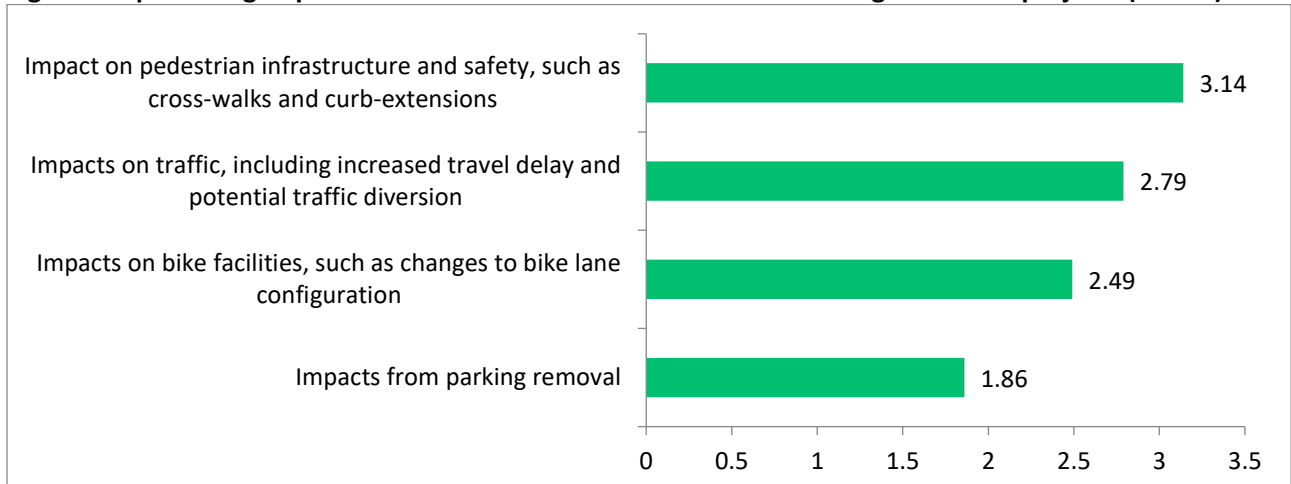
Figure 10 | How well respondents feel the Rose Lane Project will support the project better-off measures (N=1,298)



Respondents were also informed in the survey and open-houses that the Rose Lane transit enhancements may lead to trade-offs. The survey asked respondents to rank which trade-offs are most important to them to be considered when evaluating potential Rose Lane projects. Figure 10 shows the weighted scores of this ranking.

Potential impacts on pedestrian infrastructure and safety are the top priority for survey respondents, followed by impacts to traffic such as increased travel delay and potential diversion. Impacts from parking removal is the least prioritized trade-off consideration.

Figure 11 | Ranking of potential trade-offs to consider when evaluating Rose Lane projects (N=789)



The survey also provided an opportunity for respondents to share how the Rose Lane Project may personally affect them. In total, 904 people shared comments.

Around 56 percent of comments on this question said the Rose Lane project will impact the respondent positively.

- **Trip Times-** Many of these commenters say they feel their trip would become faster as a result of enhanced transit improvements.
- **Reliability-** Many also say this will make their bus trip more reliable, with some saying they already have noticed reliability improvements from enhanced transit improvements implemented to date.
- **Transit Attractiveness-** Many of these commenters note the improvements to bus speed and reliability will make them and/or people they know more likely to take the bus. Some say this would make the bus more “attractive” or a “more viable option.” Several say the Rose Lane Project would encourage them or others to drive less in addition to making bus travel more likely. A few say they think this would reduce congestion overall.
- **Access-** Several commenters talk about their ability to access more destinations by transit if the Rose Lane improvements speed up buses and make them more reliable. Some of these respondents say they’d be more likely to explore new areas and patronize new business districts, while others discussed how currently difficult trips to work, appointments, or social visits will become easier.
- **Environment & Health-** Some commenters say they expect the Rose Lane Project will reduce carbon emissions and air pollution, helping combat climate change and improve air quality and related health impacts.
- **Safety-** Some discuss expected safety benefits from the project, including expected improved conditions for pedestrians and cyclists due to calmer roads.
- **Equity-** Some people talk about the equity benefits of the project, saying this will help improve the mobility and opportunities for transit dependent Portlanders.
- **City Leadership-** A few say they feel this is a leadership move for the City around sustainability and equity.

Around 33 percent of respondents to this question say they expect the project to negatively impact them.

- **Traffic & Congestion-** Most of these comments center around concerns of increased congestion slowing down existing commutes. Many of these commenters note they do not have viable options for taking transit and therefore must drive. Some discuss how traffic is already significantly impacting their travel time and quality of life and express concern that dedicating right of way to Rose Lanes would make this worse.
- **Other Driver Concerns-** Several commenters talk about other potential negative impacts on drivers, including increased frustration, lost time with friends and family, and greater expenses on gas. Several people said they need to use their car for certain purposes, such as taking kids to school, and changing their behavior is not an option.
- **Air Quality-** Some of these respondents say they think the project will negatively impact air quality and pollution because it will lead to more car idling.
- **Businesses-** Some say they feel this will negatively impact businesses along potential pilot corridors, particularly if parking is removed. A few say they would look to do business, work or travel elsewhere because of this.
- **Safety-** Some say they are concerned about negative safety impacts of this project. Many of these comments discuss potential confusion and concerns around cyclist safety, as well as some

pedestrian concerns. Several of these comments also talk about potential impacts to safety around schools (e.g. the schools on E. Burnside that do not provide school buses).

- **Equity-** A few comments say this could have negative equity impacts because people who have been priced out of inner neighborhoods have fewer transit options, meaning they have to drive and could experience worsening congestion conditions.

Around 7 percent of comments are neutral or expect both positive and negative impacts, while 4 percent say they are unsure.

- Several commenters who say they are neutral or unsure discuss concern over potential confusion and unintended impacts on active transportation users.
- Some of these respondents say the project as it is proposed now would not directly impact them.

Additional themes from open-ended comments

The following section summarizes the key themes of other open-ended comments gathered during this public involvement process. In addition to the specific open-ended questions alluded to in the previous section, respondents were asked if they had any additional thoughts to share with the project team. The summary below captures themes from those responses as well as from other open-ended responses shared throughout the survey and open-houses that is not directly relevant to one of the above questions.

- **Sustainability/Climate Change**
 - **Climate Targets-** Broad support for the Rose Lane project as a means of meeting city sustainability and climate goals.
 - **Greater Ambition-** Many of those who support the Rose Lane project for climate reasons also call for greater ambition and an accelerated implementation timeline.
 - **Reduce Car Trips-** Many of those who support action on climate change also support the reduction of single occupancy vehicle trips.
- **TriMet**
 - **More affordable Transit-** strong support among many respondents for a more affordable transit system, especially fareless transit. Free transit was also seen by some as an important step towards creating a more equitable transportation system.
 - **Greater Frequency Transit-** a very common grievance among respondents is the need for transit to run with greater frequency for it to be a viable and convenient alternative to automobiles.
 - **Expanded Service Hours-** Some respondents raise the point that transit-reliant populations desire to engage with their communities outside of work hours and that attention must be paid to increasing weekend and evening service, keeping in mind that private-for-hire services are unaffordable for many.
 - **Improve Safety-** feeling unsafe while riding transit is a theme that emerged for many respondents and was often cited as a reason for not riding.
 - **Decrease Number of Stops-** many respondents agree that there are too many stops, especially downtown in the Central City, which slows transit service.
 - **Improve Transit Stop Amenities-** a call for bus stops with shelters, benches, arrival time screens, etc. resonates among many respondents.

- **Stop Fare Enforcement-** Respondents call on TriMet to reduce fare enforcement activity that is perceived as targeted and biased among certain groups.
- **Bike/Ped**
 - **Concerns around Bus-Bike Mixing-** many survey respondents cite concerns about the potential to create unsafe cycling situations by encouraging bus-bike mixing in Rose Lanes. There is a strong desire for separated bike facilities.
- **Questions & Comments on Rose Lane Methods/Vision**
 - **Questioning the Shift away from Cars and to Transit-** Many respondents feel that those who use cars will not be spurred to take transit as a result of the improvements from the Rose Lane project.
 - **Unclear how the project saves money-** Rose Lane project claims that the project will result in time and money savings were not clear as the vision does not indicate plans to reduce fares.
- **Equity**
 - **Confusion around Connection between Transit & Equity-** many respondents fail to see the connection between transportation and equity.
 - **Greater Outreach & Inclusion-** calls for greater communication with communities of color and non-English speaking populations were heard as well as greater involvement in the planning and decision-making process.
 - **Expand Groups Considered in Equity Analysis-** Some respondents call for greater consideration of groups such as students, seniors, and those with additional mobility or mental needs when conducting equity analyses.
 - **Connect Transportation to Housing-** Some questions arose around how to address inequities within the transportation system without more holistically looking at how to make housing more affordable.
- **Parking**
 - **Keep Parking-** many respondents voice grievances about the loss of parking Rose Lane project may cause as well as the potential for parking to spillover onto local streets.
 - **Remove Parking-** Even more resounding than concerns over removing parking, many respondents implored PBOT to remove parking and increase right of way space for transit, bikes, and pedestrians.
- **Other Grievances**
 - **City Isn't Listening-** some respondents feel that this project and other PBOT projects, especially those that prioritize modes other than cars, are not responsive to the majority of Portland road users, who use cars to get from place to place. Additionally, there are some respondents who feel that PBOT's outreach and public engagement will not meaningfully influence the direction of the project.
 - **Traffic on Local Streets-** Many residents are concerned about increased traffic on local streets as major thoroughfares become more congested.
 - **Greater Congestion-** many drivers voice concern over the increased congestion impacts of converting vehicle lanes to transit-only lanes, especially given how bad congestion already is within the city.

- **Other Ideas**

- **Allow Other Vehicles to use Rose Lanes-** recommendations for other Rose Lane users include: high-occupancy vehicles, electric vehicles, freight vehicles, emergency vehicles.
- **Improve Connections to Transit-** a call for more options to access transit, especially in outer neighborhoods and for those with mobility issues, was heard.
- **Expand Rose Lane Project to Surrounding Suburbs-** Some respondents note long travel times and increasing congestion from outer areas and a desire to have a similar transit-priority option as a way to connect to downtown Portland.
- **Use Skateboard Friendly Surfaces on Rose Lanes-** The gritty surface around the Tilikum bridge is cited as not skateboard friendly and a request for surfaces that are was heard.
- **Rose Lane Paint-** ideas around paint for rose lanes include: striping the lanes as a way to use less paint, a call to use the least-toxic option, and a desire to use blue or yellow rather than red to denote transit-only spaces.
- **Allow Animals on Transit so Pet-Owners don't need to buy cars-** One survey respondent cited the transit system in Prague, Czech Republic as allowing pets and how doing so would reduce the need to own a car.
- **Greater Enforcement-** numerous survey respondents cited the need for greater enforcement to keep vehicles out of transit-only lanes and noted buses in San Francisco where buses take photos of violators and tickets are issued.

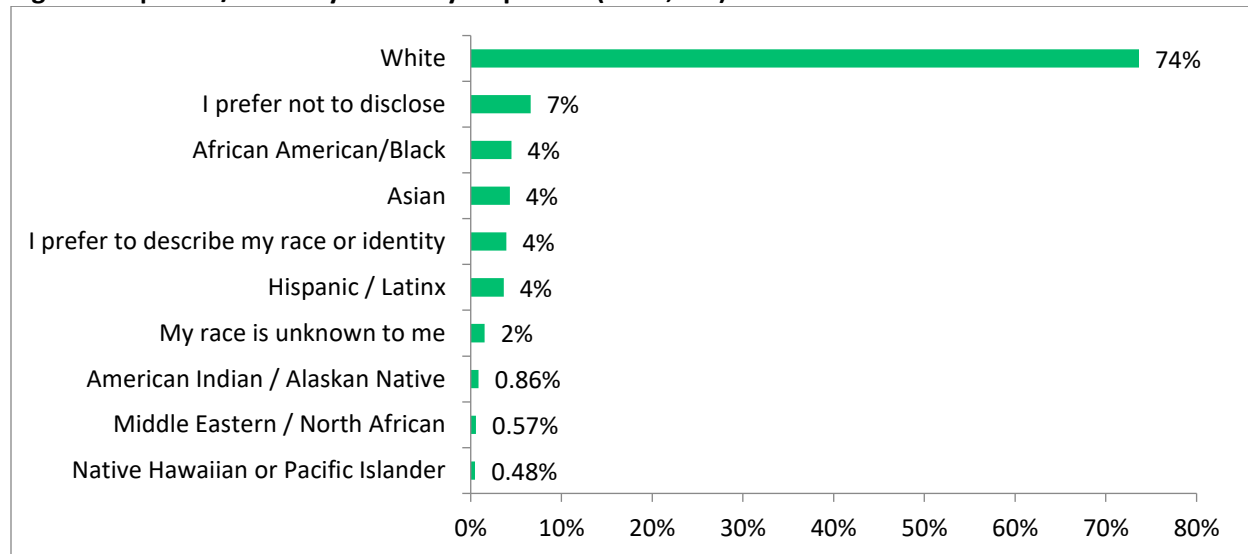
Who we heard from

Demographic and travel behavior data was collected from responses to the feedback survey. In total, 144 people completed the survey at or after attending an open house; an additional 1,910 people responded to the survey on their own. The data shown below represents collective responses from all survey respondents.

Demographics of respondents

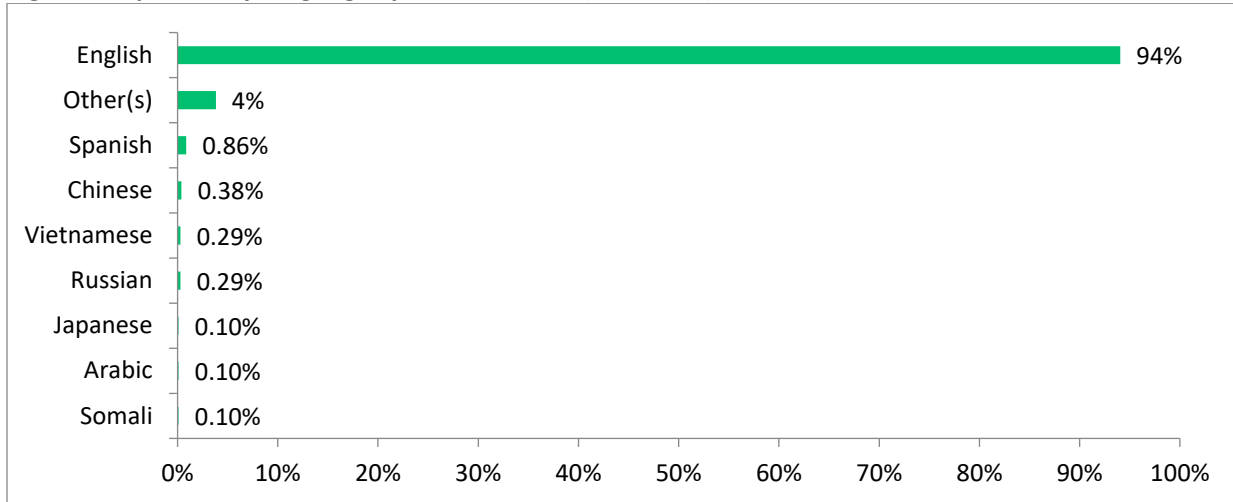
A majority (74 percent) of survey respondents who provided demographic information identify as white. By comparison, 77 percent of Portland residents identify as white alone according to the latest Census data. Racial/ethnic groups underrepresented in this survey sample include those who identify as Asian (4 percent of survey respondents compared to 8 percent of Portland as a whole), African American/Black (4 percent compared to 6 percent), or Hispanic/Latinx (4 percent compared to 10 percent).

Figure 12 | Race/ethnicity of survey responses (N = 1,047)



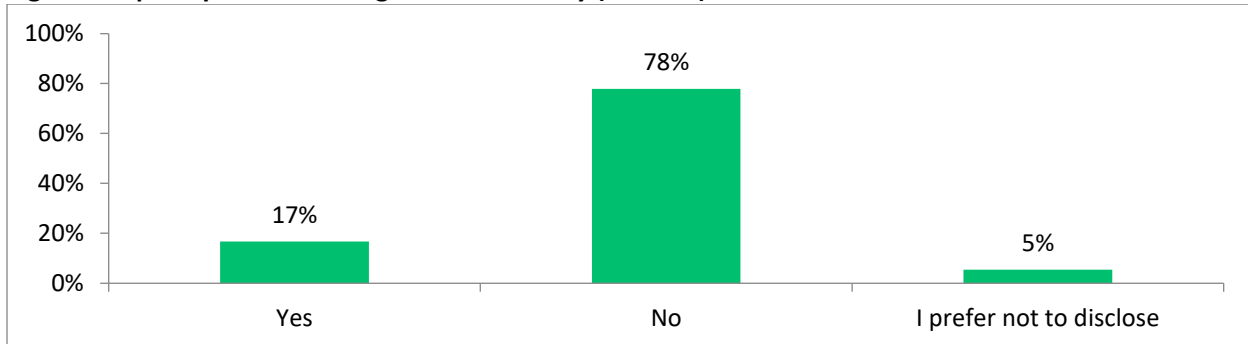
Most respondents (94 percent) speak English at home, which is an overrepresentation. According to latest Census data, 81 percent of Portlanders speak English primarily at home.

Figure 13 | Primary language spoken at home (N = 1,046)



Approximately 17 percent of respondents say they are living with a disability, which is higher than Census figures (9 percent). The most commonly reported types of disabilities include mental health (21 percent of respondents), mobility (15 percent) and invisible disabilities (15 percent).

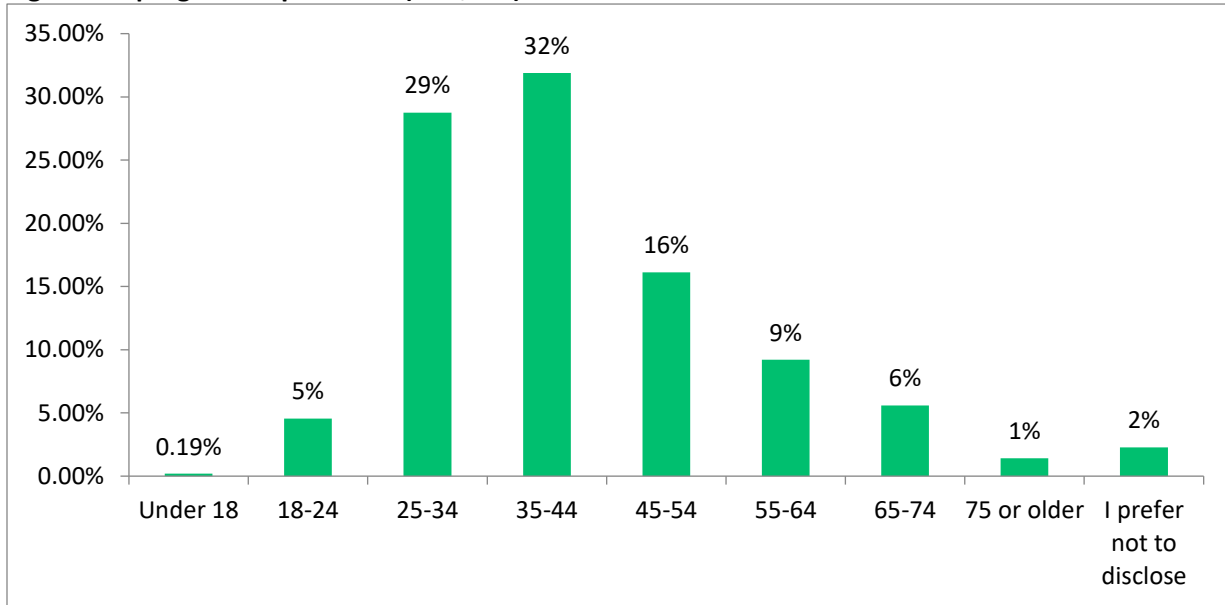
Figure 14 | Respondents living with a disability (N=1044)



Disability	Responses
I prefer not to disclose	32.41%
Mental health (e.g., anxiety, PTSD)	21.34%
Mobility (e.g., walking, climbing stairs)	15.42%
Invisible (e.g., diabetes, HIV, cancer)	15.02%
I prefer to describe my disability	4.74%
Cognitive (e.g., traumatic brain injury, learning disabilities)	3.95%
Visual (e.g., blind, low vision)	3.56%
Deaf or hard-of-hearing	3.16%
Intellectual or developmental (e.g., Down syndrome, fragile X syndrome)	0.40%

Most respondents were under the age of 44, with around a third (32 percent) being 35-44 years old. Respondents under 18 (0.2 percent) and respondents over 65 (7 percent) were underrepresented (compared to 18 and 12 percent of Census statistics, respectively).

Figure 15 | Age of respondents (N=1,054)



Approximately half (49 percent) of respondents identify as male, 39 percent identify as female and 4 percent identify as gender expansive.

Figure 16 | Gender identity of survey respondent (N=1,044)

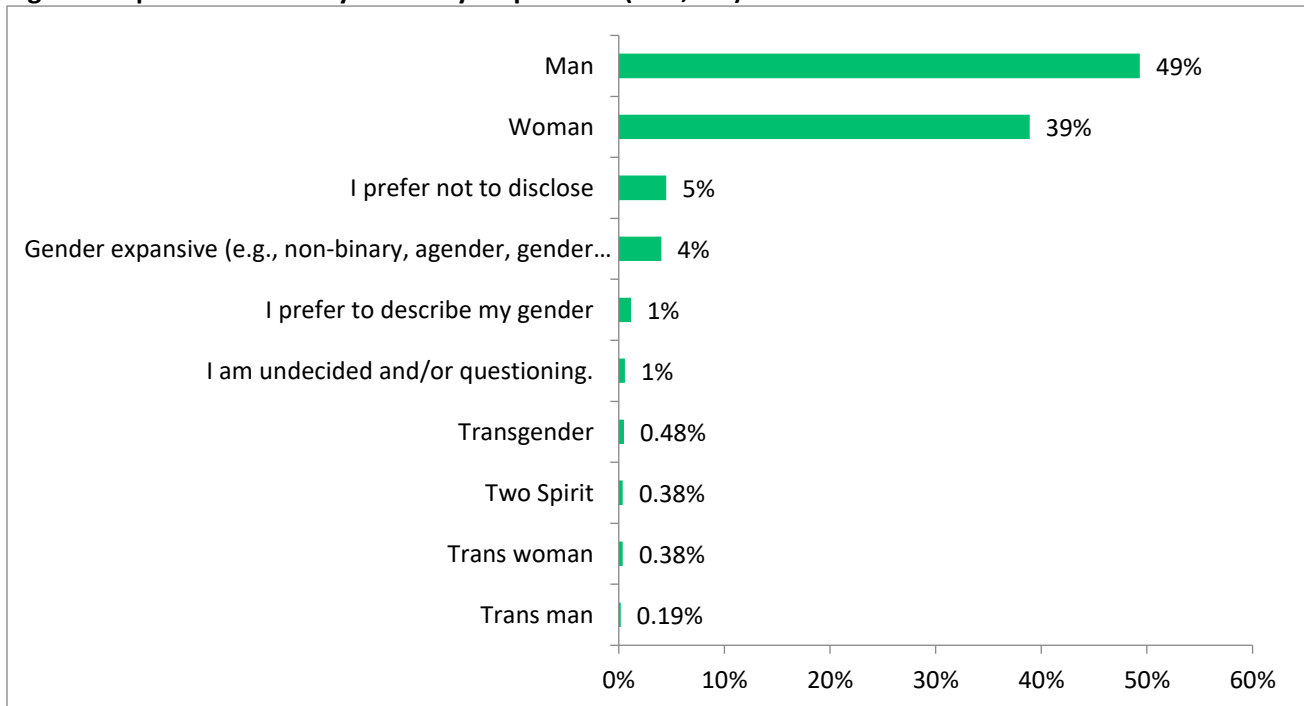
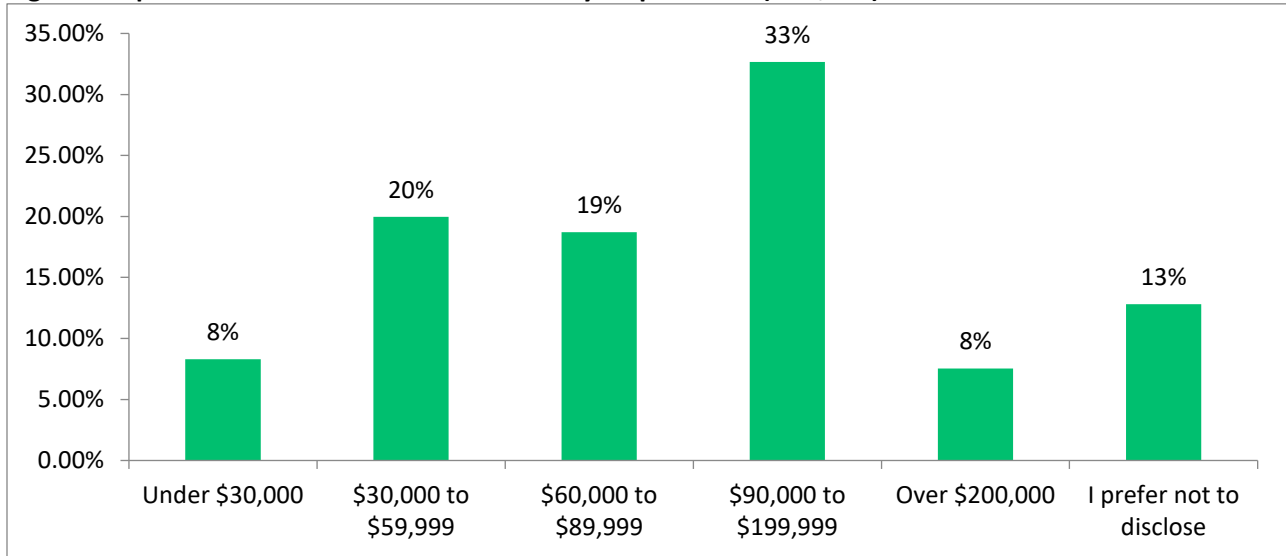


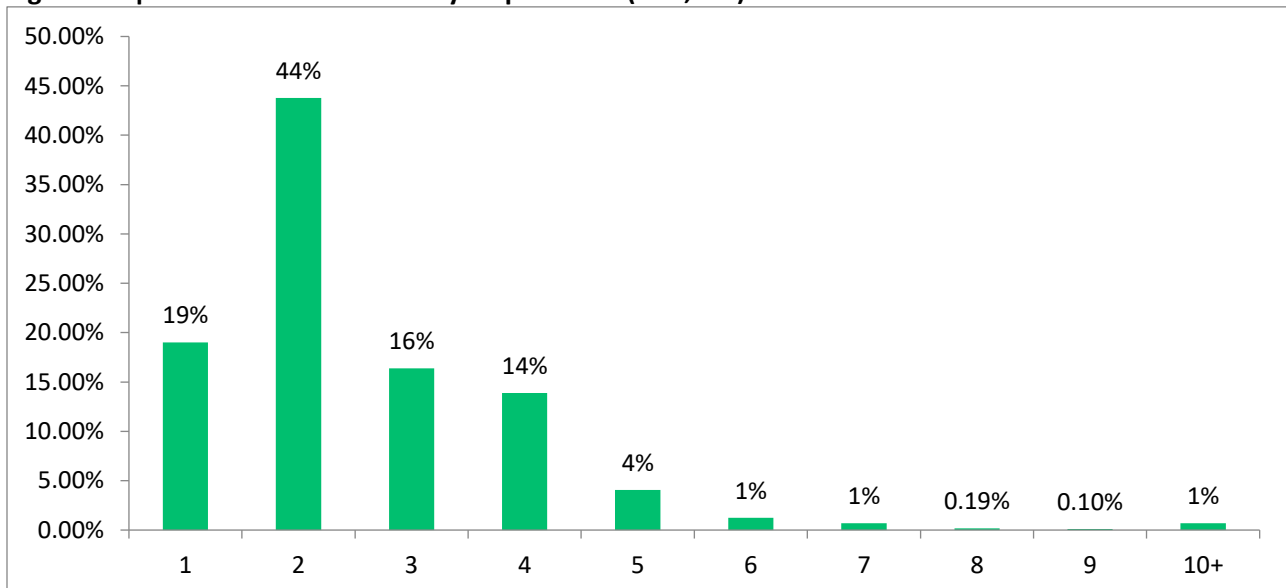
Figure 16 shows the distribution of household income levels reported by survey respondents. Approximately 59 percent of respondents reported annual household incomes of \$60,000 or more. The median income in Portland according to latest Census figures is \$65,740, indicating higher-income households are overrepresented in this response sample.

Figure 17 | Annual household income of survey respondents (N=1,047)



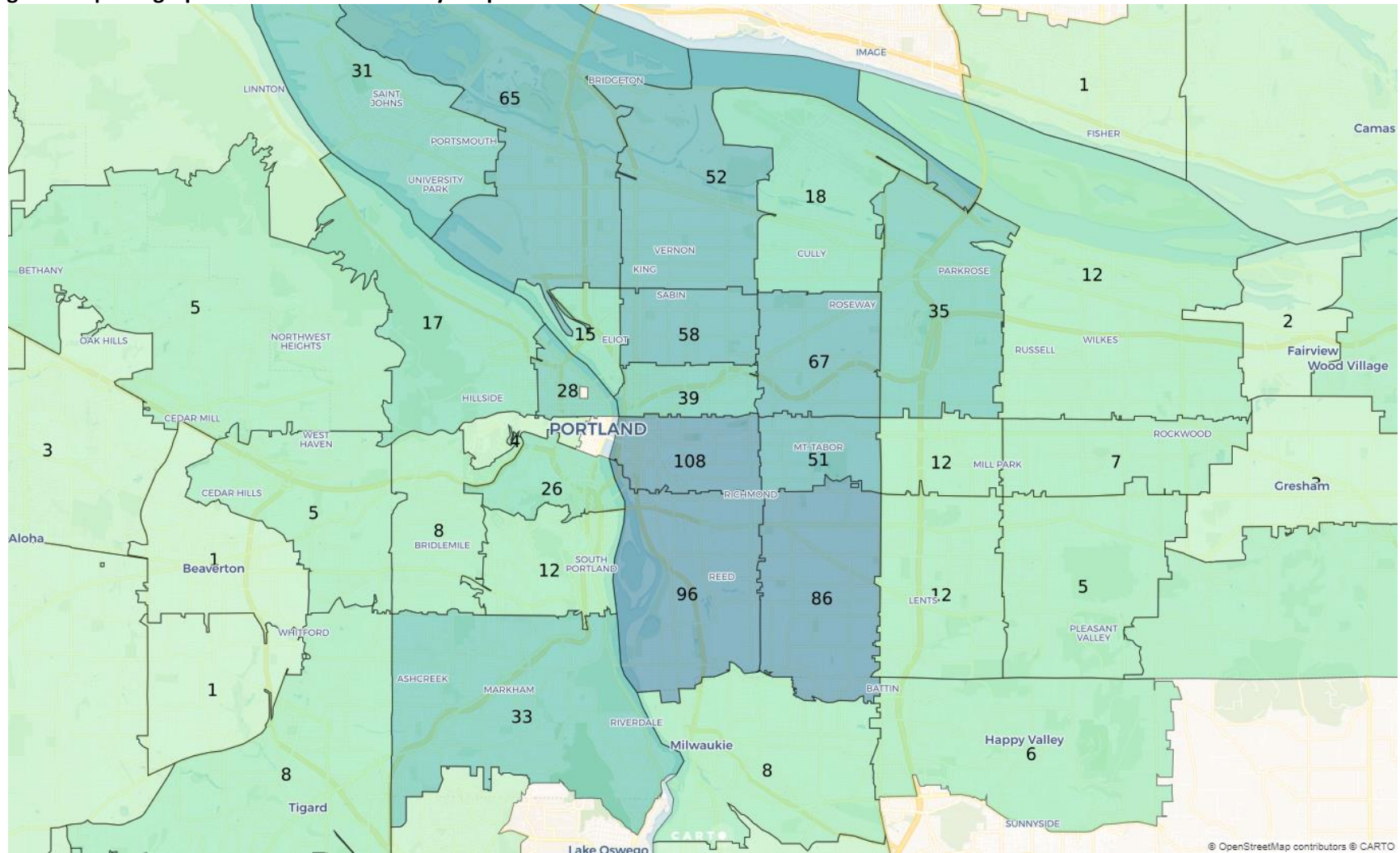
Most survey respondents live in one or two-person households (63 percent), while around a third (34 percent) have between three and five people.

Figure 18 | Household size of survey respondents (N=1,037)



Around half (1,009) of respondents provided their ZIP code. The heatmap below shows the distribution of these respondents.

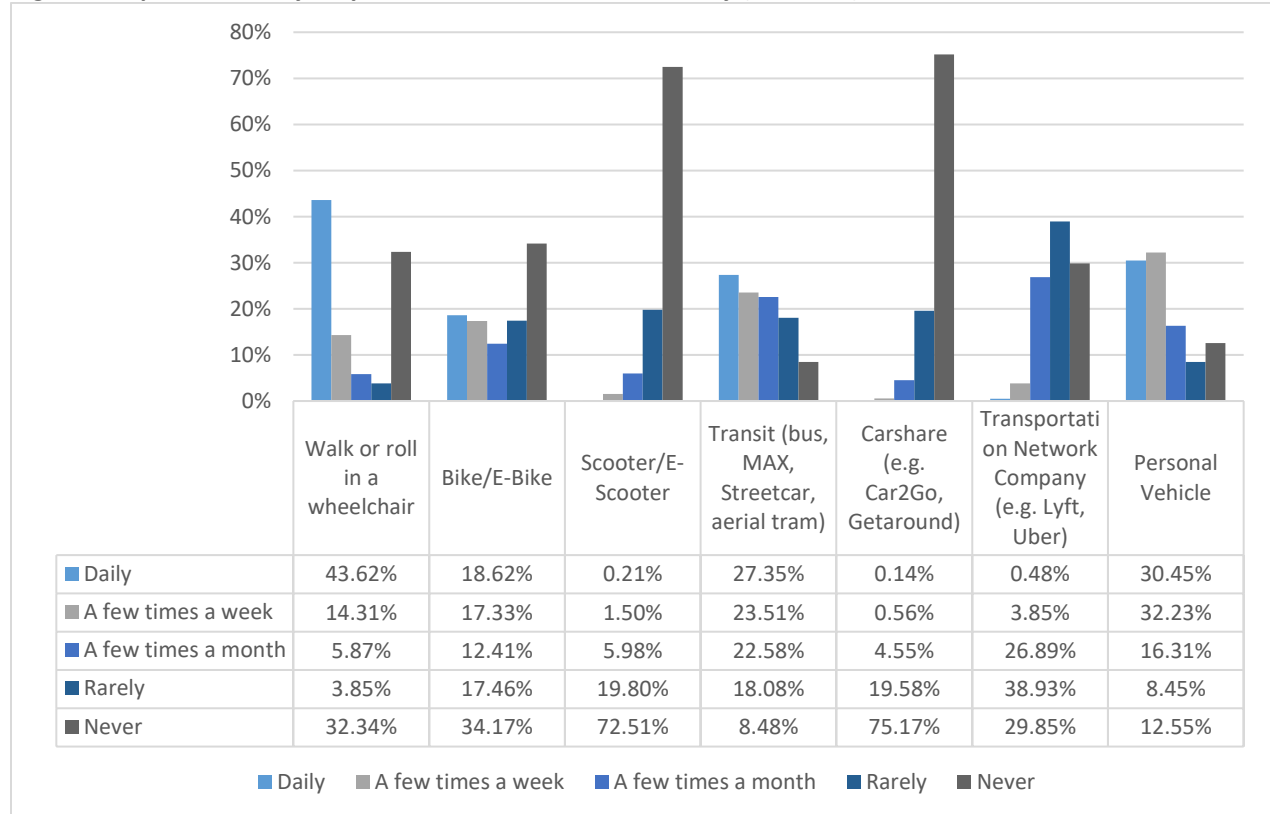
Figure 19 | Geographic Distribution of Survey Respondents



Travel behaviors of survey respondents

A majority of survey respondents walk or roll in a wheel chair and drive in a personal vehicle at least a few times a week, and just over half take transit weekly or more. Close to half of respondents bike at least a few times a month or more, while a third never bike. Respondents tend to take rides in Lyfts or Ubers a few times a month or less often, and most respondents never use scooters/e-scooters or carshare.

Figure 20 | How survey respondents travel around the city (N=1,532)



If respondents said they ride transit, they were asked which lines they use:

- Around 54 percent say they ride the **bus**. The most commonly ridden bus lines (selected by more than 15 percent of respondents) include the 14-Hawthorne, 15-Belmont/NW 23rd, 20-Burnside/Stark, 8-Jackson Park/NE 15th, 12-Barbur/Sandy Blvd, and 2-Division.
- Around 50 percent say they take the **MAX**. The Red Line (54 percent) and Blue Line (47 percent) were the most frequently selected MAX lines.
- Around 22 percent say they take the **Portland Streetcar**. The NS Line (61 percent) is the most frequently traveled Streetcar line.
- Around 3 percent say they take the **Westside Express Service (WES)**. The Beaverton line (57 percent) was the most frequently traveled.

More detail on the specific transit habits of respondents is available in the appendix.

Appendix A: Additional demographic and opinion data

Table A-1 | Respondents who ride transit by bus line (N=1,120)

Answer Choices	Responses		
14-Hawthorne	17.59%	82-South Gresham	0.36%
15-Belmont/NW 23rd	17.59%	85-Swan Island	0.36%
20-Burnside/Stark	17.14%	93-Tigard/Sherwood	0.36%
2-Division	15.45%	18-Hillside	0.27%
75-Cesar Chavez/Lombard	13.30%	29-Lake/Webster Rd	0.27%
9-Powell Blvd	12.05%	31-Webster Rd	0.27%
19-Woodstock/Glisan	12.05%	34-Linwood/River Rd	0.27%
72-Killingsworth/82nd	11.16%	59-Walker/Park Way	0.27%
4-Fessenden	11.07%	63-Washington Park/Arlington Hts	0.27%
77-Broadway/Halsey	9.29%	88-Hart/198th	0.27%
70-12th/NE 33rd Ave	7.05%	97-Tualatin-Sherwood Rd	0.27%
35-Macadam/Greeley	6.43%	152-Milwaukie	0.27%
24-Fremont/NW 18th	4.55%	11-Rivergate/Marine Dr	0.18%
71-60th Ave	4.20%	42-Denney/Hall	0.18%
66-Marquam Hill/Hollywood	3.21%	46-North Hillsboro	0.18%
56-Scholls Ferry Rd	2.50%	67-Bethany/158th	0.18%
61-Marquam Hill/Beaverton	2.41%	84-Powell Valley/Orient Dr	0.18%
68-Marquam Hill/Collins Circle	2.05%	291-Orange Night Bus	0.18%
45-Garden Home	1.52%	37-Lake Grove	0.09%
94-Pacific Hwy/Sherwood	1.52%	53-Arctic/Allen	0.09%
16-Front Ave/St Helens Rd	1.43%	92-South Beaverton Express	0.09%
1-Vermont	1.34%	156-Mather Rd	0.09%
43-Taylor's Ferry Rd	1.25%	154-Willamette/Clackamas Heights	0.00%
21-Sandy Blvd/223rd	1.16%	44-Capitol Hwy/Mocks Crest	10.98%
57-TV Hwy/Forest Grove	1.16%	6-Martin Luther King Jr Blvd	10.89%
52-Farmington/185th	1.07%	17-Holgate/Broadway	12.86%
25-Glisan/Rockwood	0.54%	64-Marquam Hill/Tigard	1.79%
36-South Shore	0.54%	54-Beaverton-Hillsdale Hwy	2.77%
62-Murray Blvd	0.54%	10-Harold St	4.73%
76-Beaverton/Tualatin	0.54%	99-Macadam/McLoughlin	2.68%
87-Airport Way/181st	0.54%	22-Parkrose	0.63%
32-Oatfield	0.45%	33-McLoughlin/King Rd	0.63%
50-Cedar Mill	0.45%	48-Cornell	0.63%
55-Hamilton	0.45%	51-Vista	0.63%
74-162nd Ave	0.45%	79-Clackamas/Oregon City	0.63%
80-Kane/Troutdale Rd	0.45%	38-Boones Ferry Rd	0.71%
81-Kane/257th	0.45%	58-Canyon Rd	0.80%
155-Sunnyside	0.45%	78-Beaverton/Lake Oswego	0.80%
272-PDX Night Bus	0.45%	65-Marquam Hill/Barbur Blvd	0.89%
23-San Rafael	0.36%	96-Tualatin/I-5	0.89%
30-Estacada	0.36%	73-122nd Ave	0.98%
39-Lewis & Clark	0.36%	12-Barbur/Sandy Blvd	15.71%
47-Main/Evergreen	0.36%	8-Jackson Park/NE 15th	15.89%

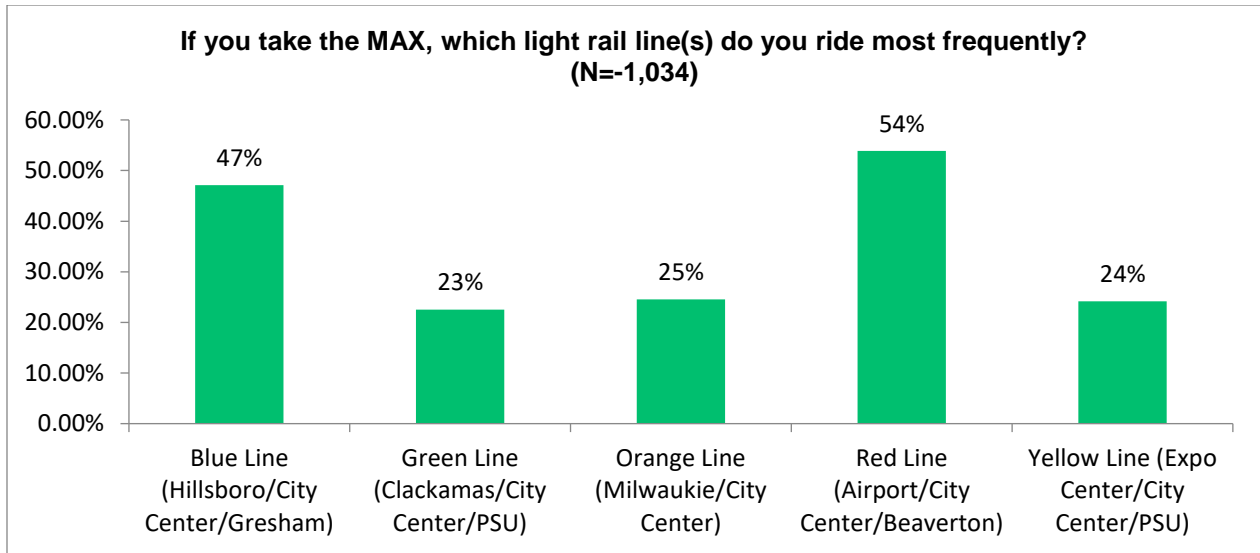


Figure A-2 | **Portland Streetcar Ridership**

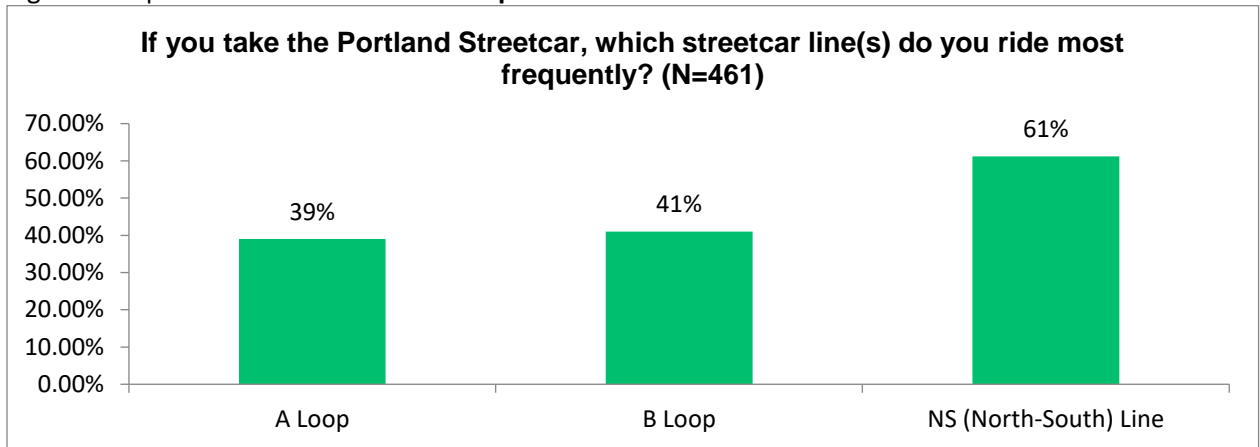
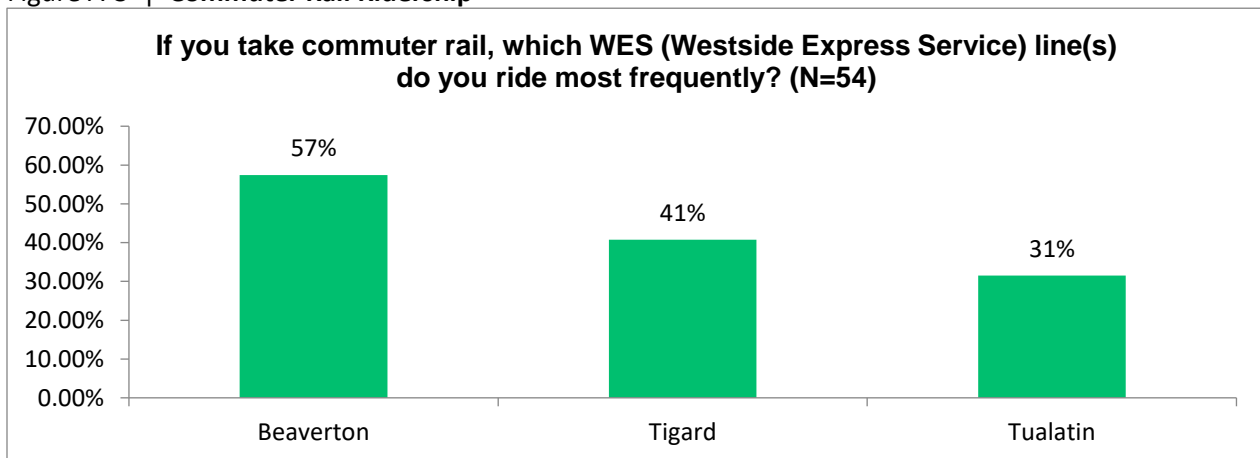


Figure A-3 | **Commuter Rail Ridership**



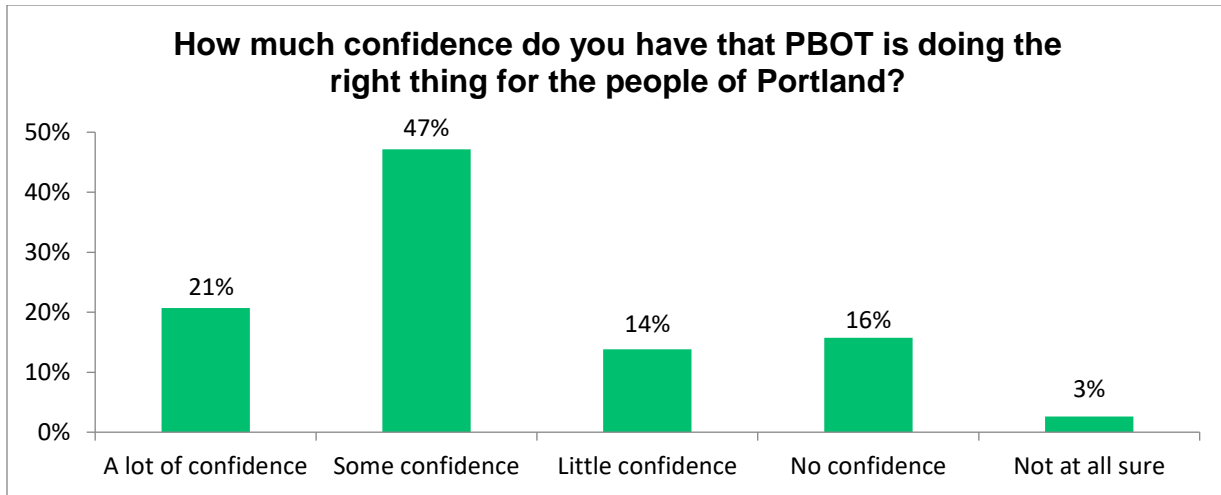
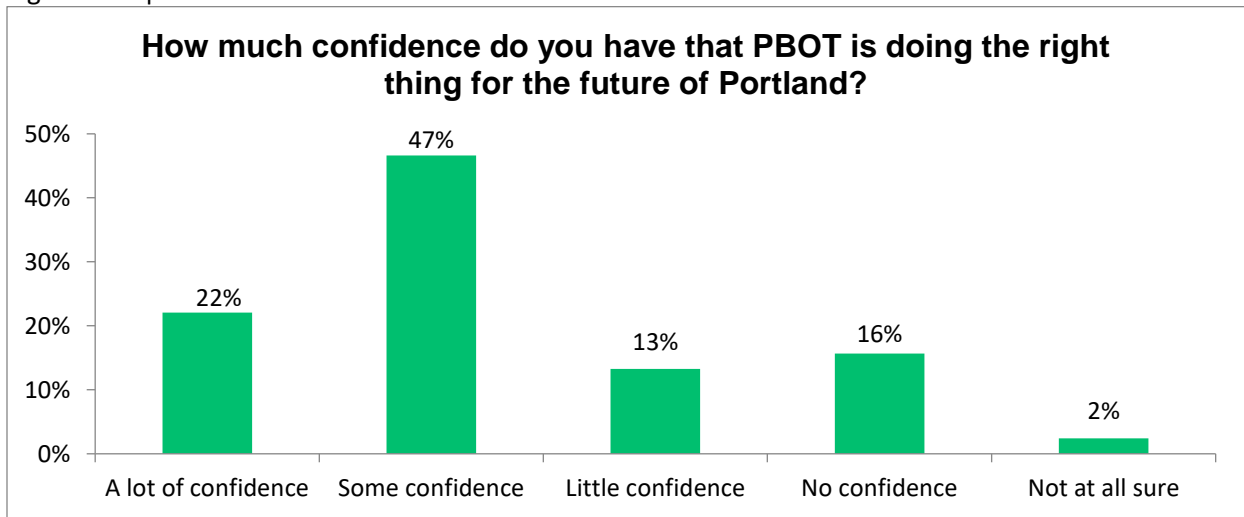


Figure A-5 | Confidence in PBOT 2



A-6 | Rate PBOT's Work

